

GREAT IMPROVEMENTS

The Short Line's Plans For the Year.

TO BUILD STEEL BRIDGES

AND THUS ACCOMMODATE THE NEW HEAVY LOCOMOTIVES.

Engineering Officials Meet—Roadbeds to be Bettered—Chief Engineer Barry Talks of U. P. Equipment Largest Engines Ever Used On the System.

That the Short Line will do some heavy improvement work this year is a fact made known at the meeting of the engineering officials held yesterday in General Manager Hamilton's office. Mr. J. B. Barry, chief engineer of the Union Pacific system, and consulting engineer of the Short Line, arrived from Omaha yesterday for the purpose of meeting with Mr. Hamilton and Chief Engineer Barry to discuss the plans of the road for 1939, and to decide what work is to be done in the way of permanent improvement. The officials have a great number of plans, but only the most important will be discussed here.

The Idaho line comes in for the greater part of this year's work. The Short Line will follow the plan of the Union Pacific in the construction of the Idaho line, and will build certain bridges of inferior quality. This part on account of the heavy engines soon to be placed in operation, and orders for which are now awaiting the manufacturers. The officials would give no further detailed information on this subject.

The road beds are to experience vast betterments. As stated in The Herald some days since, thousands of new steel rails have been and are being shipped to Idaho points to be utilized in the manner noted. Some slight improvements will be made in the yards at various points, including Salt Lake.

Another conference of the engineers will occur today for the discussion of the plans under way.

UNION PACIFIC AFFAIRS.

Mr. Barry was seen at the Knickerbocker last night, and confirmed the Associated Press dispatches relative to the big order recently placed by the Union Pacific company for rolling stock and general equipment. The new locomotives, he states, will be the biggest ever ordered on the Union Pacific system. Of these there are eight twelve-wheel engines of 309 tons each and forty ten-wheelers of eighty tons each.

"To take care of these," as Mr. Barry expressed it, "we felt sure in building heavy steel bridges, though it involved a great expenditure of money. The new equipment, which includes chairs, coaches, baggage cars and coal cars of the improved type, the Union Pacific will lack practically nothing in the way of rolling stock."

The coal cars designated are worth more than \$100,000. They are of the standard type, each having a capacity of 30,000 pounds, and the Union Pacific is the first road to order them. The Mississippi river. The order placed is for 1,000. Mr. Barry states that the entire order is to be delivered by the last of July.

THAT ALTON SALE.

President Blackstone Issues a Surprising Circular Letter.

Chicago, Feb. 4.—T. B. Blackstone, president of the Chicago & Alton road, issued a circular letter to the stockholders today, which is likely to create a sensation in railroad and financial circles. The circular, which is a surprise, states that the company is planning to sell the road to a syndicate of investors, and that the stockholders will receive \$100 per share for their stock.

The circular is a surprise because it is the first time that the company has ever announced a plan to sell the road. It is also a surprise because the company has never before received an offer to buy the road. The circular states that the company is planning to sell the road to a syndicate of investors, and that the stockholders will receive \$100 per share for their stock.

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PORTLAND TO SEATTLE.

New York Capitalists Are Behind An Important Scheme.

San Francisco, Feb. 4.—W. H. Lowrey and George Tiffany, two New York capitalists, are here. They are here to discuss the proposed construction of a line for the Union Pacific into Oregon and Great Northern roads. Once in control of the Short Line, it will be in a position to extend one of the major lines from Salt Lake to Los Angeles. When and how it will get into San Francisco is a matter of some speculation.

The Union Pacific program is to get into Portland, Tacoma and Seattle, in order to compete with the Northern Pacific and Great Northern roads. Once in control of the Short Line, it will be in a position to extend one of the major lines from Salt Lake to Los Angeles. When and how it will get into San Francisco is a matter of some speculation.

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THE WESTERN ROADS.

Will Extend the Territory As Far As Colorado.

Chicago, Feb. 4.—The general passenger agents of the western roads, who, for three days past, had been considering the proposed reorganization of the Western Passenger association, have adjourned subject to the call of the chairman. It was partially agreed to extend the territory as far

west as the Colorado common points, and the Union Pacific will probably give up its opposition to one association or another. It is certain that the road will enable it to compete on equal terms with the Rio Grande and the Colorado Southern roads. The agreement was ordered printed, and after the executive officers of the various roads have suggested such changes as they deem necessary, another meeting will be called to act upon it as a whole.

A NEW ROAD IN OHIO.

English Syndicate Will Build From Columbus to Port Royal.

Cleveland, O., Feb. 4.—Colonel Albert P. Hootch, the inventor, stated in an interview here today concerning the proposed "black diamond" road from Columbus, O., to Port Royal, S. C., that the contract was building the different divisions of the line were all signed, and it was sure to be constructed. An English syndicate is behind the enterprise.

"We will have one of the greatest railroads in the country when it is completed," Hootch declared. "It will cost \$20,000,000 to construct it. It will be double-tracked the entire length. The line will pass through some of the most beautiful districts in the world. Our grades will be very slight."

E. H. MORRIS GOES EAST.

Secures a Government Position With Interstate Commerce Commission.

Mr. E. H. Morris, chief clerk to the auditor of state accounts at the Short Line, yesterday resigned his position to accept a government position with the Interstate Commerce Commission. The position is at the government office in Washington, D. C. Mr. Morris has a host of friends who congratulate him on his good fortune.

Seaboard Air Line Rumor.

Atlanta, Ga., Feb. 4.—Among the many rumors current in the south regarding the sale and consolidation of railroads in this country to the effect that the Seaboard Air Line, Port Smith, Memphis railroad has purchased the Seaboard Air Line, and will reach Birmingham from Atlanta by way of the new line, the rumor does not receive much credence in Atlanta. However, President Ashburn of the Memphis route was recently in conference at Montgomery with the officials of the Georgia & Alabama, which was recently acquired by the Seaboard, and to this railroad men attach much significance.

Northwestern's Annual Earnings. New York, Feb. 4.—The Chronicle makes the Chicago & Northwestern railway net earnings for the year \$12,000,000, and surplus \$3,000,000, after all charges, against \$2,750,000 in 1937, and \$2,000,000 in 1936. The Northwestern statement for the calendar year shows an increase in earnings of \$42,250 over last year.

Railroad Notes.

H. O. Wilson came in from Montana yesterday.

J. W. Cushman, ticket agent at the Ogden Union depot, is in the city.

W. E. Cowman, agent for the Short Line at Portland, is in the city.

L. O. Leonard of the Missouri Pacific came in from Butte yesterday.

S. J. Henry returned from the coast yesterday, after a profitable and enjoyable business trip.

William Gemmell, general agent for the Oregon, Elgin, Lake and Northern Pacific, is here from Butte.

The Financial Chronicle of New York says that for the third week of January the stock market showed a gain of 5.4 per cent over last year.

The Midland through sleeper came in on No. 2 last night, and the Denver & Rio Grande will have a train through today. Some defective work is being done after the storm.

The R. K. academy students who were brought in by the Short Line yesterday did not return to prove as soon as expected. A vote was taken on the train, and two-thirds of the students voted to remain in the city until 11:30 last night. They were run down on a special at that hour.

An American Railroad in China. Moneyed men from the United States have secured a franchise for building a railroad from Hongkong to Yunnan, and the road will be nearly 700 miles long.

While railroads are necessary to a nation's prosperity, health is still more important. A sick man can't make money if there are a thousand railroads. One of the reasons why America is so progressive is the fact that it has a healthy people.

The Chicago & Alton road, which celebrated today for the week, anniversary of the day it was founded, has taken with great success by thousands of men and women who are run down, pale and weak. It increases the weight, and the gain is permanent and substantial.

POLICE ETCHINGS.

In police court yesterday Frank Murphy was convicted of petty larceny, stealing a lap robe from J. R. Spurring and fined \$10, going to jail in default. The robe was stolen from a room at 48 West First South and sold for \$1.50. W. Paul's second hand store on Second South. O. Due, a clerk for Mr. Paul, testified that he bought the robe from Murphy and that he believed the article had been stolen. This brought a censure from Judge Ramsey, who gave his opinion that Due should be under arrest along with Murphy for receiving stolen goods. After court adjourned, Murphy and Due were arrested.

Charles Hughes, who was arrested with Murphy, was dismissed on motion of Mr. Dicht, as evidence of his guilt was not at hand. Soon after being turned loose he was rearrested for vagrancy.

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The parents' meeting called for Friday afternoon at the Fremont school was postponed one week, in consequence of the heavy snowstorm.

On Friday of this week, at the close of the afternoon session, Mrs. Elliott will address the patrons on the subject "School Room Decorations." Following the address a consideration of the needs of the school and especially of the need of purchasing a piano will occupy the attention of those present.

It is desired that all patrons of the school attend this meeting.

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Miss Forsythe of the Ninth school observed that the annual day, and a programme replete with interesting features was rendered.

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At the close of the meeting, Clerk Moreton distributed the monthly checks for salaries, a procedure which was received with unalloyed pleasure.

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Miss Winifred Woodmansee of the Hamilton school has been granted a leave of absence and will leave on Tuesday for Los Angeles, Cal., where she expects to remain two months. She will be accompanied by her sister, Mrs. Brown.

The first half-year of the schools of Salt Lake county closed Feb. 3.

A teachers' institute will occur at the Agricultural college, Logan, on Saturday, Feb. 11. One of the lecturers will be President W. J. Kerr of the Brigham Young college, Logan. Mr. Kerr's subject will be "The Teacher as a Leader."

A very interesting meeting of the Salt Lake County Teachers' association was held in the university yesterday, a large attendance being present. Professor J. H. Paul gave a well-prepared lecture upon "The Geography of the British Isles," and Professor Horace Cummings spoke interestingly on "Nature Work."

A joint meeting of the fourth and eighth grades of the Hamilton school was held on Friday afternoon, a most enjoyable programme being rendered. One of the special features was the reading of the Dewey Wave, which was a very interesting paper of the eighth grade.

The position is by government appointment and Mr. Morris has a host of friends who congratulate him on his good fortune.

A largely attended educational meeting was held on Sunday evening, Jan. 29.

The New West school at Heber City was closed on Wednesday morning, the illness of the principal, Mr. Hunter, and also his assistant, Miss Bucklee.

Bonds for the erection of five new school buildings in Garfield, Sanpete counties, were recently carried by a vote of 18 to 26.

With a school census of 936, Lehi now enrolls in its public schools 300 pupils. A corps of but twelve teachers is employed, while twenty teachers are needed.

An enthusiastic teachers' institute was held yesterday at Morgan, Summit county. In the forenoon a public meeting was held, at 1 o'clock a public meeting was held; at 2 o'clock a banquet was given, and in the evening a social hour was enjoyed. Dr. Talmage, Miss Babcock of the state university had prominent parts in the programme.

At the close of school on Friday, the students of the Lincoln school gave a delightful luncheon, the teaching corps being invited guests.

Miss F. C. Lloyd of the Lincoln school, who recently lost her gold watch, has had the good fortune to recover the same.

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